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ANNUAL REVIEW

OF THE

BUSINESS OF CHICAGO,

FOR THE YEAR 1852.

We lay before our readers to-day our first Annual Review of the business of the city. For a variety of reasons, this has been delayed much beyond the time when we intended to have issued it. The absence of one of the editors, sickness, and the delay incident to the collecting of statistics, are our apology.

The past has been a year of unexampled prosperity, and our city has shared largely in the general progress of the country. In no former year has so much been done to place its business upon a permanent basis, and extend its commerce. By the extension of the Galena Railroad to Rockford, we have drawn to this city the trade of portions of Wisconsin, Iowa and Minnesota, that hitherto sought other markets; and when our roads reach the Father of Waters, as two of them will within the present year, we may expect an avalanche of business, for which we fear all our wholesale houses will not be prepared.

The opening of the Rock Island Railroad, Oct. 18th to Joliet, Jan. 5th to Morris, Feb. 14th to Ottawa, and to La Salle March 10th, has brought customers during the winter from a different direction, and made an unusually "*lively winter*" for our business men. The extension of this and other roads must tend to add to our activity and permanent prosperity in an increasing ratio.

In order that the files of the Democratic Press may be perfect as a source for future reference, we avail ourselves of the labors of one of its editors while connected with another paper, and republish a statement prepared by him, of the business of the city prior to the year 1851.

The press of the city, previous to the year 1849 neglected to publish connected statements of the business of the city; but we are nevertheless not without some recorded facts of the past, which will serve to show how rapid has been the growth of Chicago, how great the increase of her commerce. In some of the earliest "Directories," we find collected various interesting statistics on this subject, which, although not as full as could be wished, are yet highly satisfactory in the absence of more definite statements. Though the politeness of T. Hoyne, Esq., we have been placed in possession of a memorial to Congress, praying for an appropriation for the improvement of the Chicago harbor, embodying statistics from 1836 to 1842, inclusive. We also find in the Report of the late Judge Thomas, made in compliance with a resolution of the River and Harbor convention, which assembled in this city in 1847, the fullest collection of the commercial statistics of Chicago from 1836 up to 1848, that, we presume, is extant.—From these three sources we compile the following facts, which will be read with interest by every one identified with the prosperity of our city.

Up to the year 1836 provisions, for domestic consumption, were imported along with articles of merchandise; and indeed many articles of necessary food, continued to be brought in for several years later. In 1836 there were exported from the port of Chicago, articles of produce of the value of $1,000.64. We have felt a great curiosity to know what articles constituted this first year's business. but have sought in vain for any other record save that which gives the value. The next year, the exports had increased to $11,065; in 1838 they reached the sum of $16,044 75. In 1839 they more than doubled the year previous, while in 1840 they had increased to what was then doubtless regarded as the very large sum of, $228,635 74! This was progressing in a ratio very seldom equalled in the history of cities, and must have caused no lit-

tle exhileration among the business men of Chicago, as well as advanced the views of fortunate holders of water and corner lots.

We are informed in Judge Thomas' Report, that a "small lot of beef was shipped from Chicago as early as 1833, and was followed each successive year by a small consignment of this article, and also of pork."—Some idea of the extent of the first consignment may be formed from the fact that three years after, the total exports of the place were valued at $1,000 64. It was truly a small beginning, and gave but slight promise of the great extent to which, as the sequel will show, this branch of business has grown. The same authority informs us that the first shipment of wheat from this port was made in the year 1839. In 1842 the amount shipped reached 586,907 bushels and in 1848, 2,160,000 bushels were shipped out of the port of Chicago. Since that period there has been a material falling off until the past year, in the annual exports of wheat, owing to a partial failure of the crop each succeeding year, and from the fact that farmers are paying more attention to other products.

We subjoin a table of the value of imports and exports from 1836 to 1848 inclusive.

	Imports.	Exports.
1836	$325,203 90	$1,000 64
1837	373,677 12	11,665 00
1838	579,174 61	16,044 75
1839	630,980 26	33,843 00
1840	562,106 20	228,635 74
1841	564,347 88	348,862 24
1842	664,347 88	659,305 20
1843	971,849 75	682,210 85
1844	1,686,416 00	785,504 23
1845	2,043,445 73	1,543,519 85
1846	2,027,150 00	1,813,468 00
1847	2,641,852 52	2,296,299 00
1848	8,338,639 86	10,709,333 40

The increase of imports and exports in 1848 over those of 1847 was not as great as appears from the above figures. The prices at which various articles for the latter year were estimated, are altogether too large. For example: The exports of wheat amounted to 2,160,000 bushels, and its value is set down at $2,095,000—almost $1.00 per bushel. A truer average of the value of spring and winter wheat, for that year, would have been about 60 or 65c. per bushel. Again: The valuation of machinery turned out by our manufacturers that year, is put down at $1,060,262; that of furniture at $649,326—of wagons at $302,104. When we take into consideration the increase which has taken place in each of the above branches of manufacture, in our city, since 1848, the conclusion must be inevitable that the former were overrated.

While an analysis of the statement for 1848, which, by the way, was gotten up hurriedly, under supervision of the Board of Trade, reveals facts of this character, that of 1847, prepared by Judge Thomas, is evidently short of the truth, as he conclusively shows in his pamphlet, owing to the impossibility of obtaining full reports of several branches of business. This much in explanation of an apparent increase, the magnitude of which would be likely to induce distrust as to its entire accuracy.

We have not attempted to estimate the total annual amount of our commerce, since the year 1848, preferring to give, as far as it was possible to obtain accurate informaton, the amount of each specific article which enters into it. It is not out of place, however, to state that the increase *in value*, during the last four years, has been in a ratio fully equal to that of any like previous period.

While speaking of the progress of our city in respect to the extent of her commerce, we desire also to call attention to her rapid, almost unexampled, increase of population. In 1837, at the first municipal election, the vote for Mayor stood as follows:

For W. B. Ogden,	470
J. H. Kinzie,	233
Total vote in 1837,	703

At the Presidential election in November, 1852, the vote stood as follows:

Gen. Pierce	2,392
Gen. Scott	1,575
John P. Hale	496
Total vote	4,463

The first census returns of the city which we have been able to procure are for the year 1840. In the years 1841, 1842, 1844 and 1851, no census was taken. The following are the returns for the other years:

1840	4,479	1847	16,859
1843	7,580	1848	20,023
1845	12,088	1849	23,047
1846	14,169	1850	28,269
1852	38,733		

Since the last census was taken, the increase of population has been twice as large as it has been at any other period, for the same length of time, for the last sixteen years. Rents of dwellings have almost doubled in six months, and though building has been constant to the full extent of the mechanical force of the city, 1,000 additional dwellings would find good tenants almost immediately. Our best informed citizens corroborate the opinion that the present population of Chicago is

50,000.

Take another view of the progress of the city. The following is a statement of the

value of the real and personal property as found on the collector's books; but it must be remembered that these assessments do not represent much if any more than one-fourth of the real value:—

1839	1,829,420	1846	5,071,402
1840	1,864,205	1847	6,189,385
1841	1,888,160	1848	9,986,000
1842	2,325,240	1849	7,617,102
1843	2,250,735	1850	8,101,000
1844	3,166,945	1851	9,431,826
1845	3,669,124	1852	12,035,037

From this slight survey of the past history of our city, the reader will turn with interest to the details of its commerce for the year 185', which we now proceed to give:—

The internal commerce of Chicago is conducted through twelve Bankers and Dealers in Exchange, one hundred and twenty-two wholesale, forwarding, commission and produce houses, and fifty-two lumber dealers.

FLOUR.

The total amount of Flour handled, during 1852, was 124,316 barrels, and was received from the following sources:

Chicago & Galena Railroad	44,316 bbls.
Lake	2,875 "
Canal	1,846 "
Eastern Railroads	4,300 "
Manufactured in city	70,979 "
Total	124,316 bbls.

This amount would have been increased fully 50,000 barrels, but for the long continued drouth during four months of last year, by which over fifty run of stone were suspended on the Fox and Rock rivers, and the difficulty of getting a good article of wheat previous to the first of August.

The shipments from this port, for a series of years, were as follows:

Years.	bbls.
1844	6,220
1845	12,752
1846	28,045
1847	32,538
1848	45,200
1849	51,309
1850	100,871
1851	72,406
1852	61,196

In 1850, it will be remembered that in consequence of a short crop, south of us, prices of wheat and flour ruled very high in St. Louis, and that a considerable portion of the stock in hands of dealers in this city, on the opening of navigation, was shipped to that destination. Of the shipments of flour in 1850, 56,432 bbls. were by lake, and 34,439 bbls. by canal. The falling off this year was owing to the increased consumption of the city, and the large amount, bought in small lots, to supply the laborers on the railroads.

During the early part of the year, the market was not animated, and prices ruled low. Toward the latter part of the season, however, there was an advance, occasioned partly by the large home demand, and the general upward tendency of the Eastern market.

The following is a comparative statement of the prices in this market on the first of each month for the years 1851 and 1852—the lower figures being for common country spring wheat brands, and the higher for best city.

	1851.	1852.
January	$2,75@4,50	$2,25@4,00
February	2,75@4,50	2,25@4,00
March	3,00@5,00	2,50@4,25
April	3,00@4,50	2,25@4,00
May	3,00@4,25	2,25@4,00
June	3,00@4,25	3,00@4,25
July	3,00@4,25	2,25@4,00
August	2,25@4,25	2,50@4,00
September	2,25@4,25	2,50@4,00
October	2,25@3,75	2,75@4,75
November	2,25@3,75	2,75@4,75
December	2,25@3,75	3,25@4,75

WHEAT.

We have already stated that in consequence of the partial failure of the wheat crop since 1848, and from the fact that our farmers are paying more attention to other products, this branch of produce rapidly fell off from 1848 down to and including 1851. Wheat growing has undergone a great change within four years. Previous to that time, there was very little spring wheat grown, the winter variety being a reliable crop, almost without exception. Subsequently, for three years, it was almost invariably a failure, and spring wheat has been substituted, or the cultivation of the crop has been abandoned. Last year, however, all the winter wheat that had been sown the previous fall, turned out bountifully at harvest, and our farmers are somewhat encouraged to substitute it for spring. Nevertheless, so long as the relative values of grain continue as they have have been for the last two years, our farmers will prefer to cultivate corn and oats, which afford a better compensation for the labor bestowed on them, and are, besides, a more certain crop. Nevertheless, the favorable harvest, last year, was a means of stopping the downward tendency in the production of this staple, and we are confident that our tables of receipts and shipments each year, hereafter, will show an increase even more rapid than the decline.—During this year, the almost unrivalled wheat growing State of Iowa will be reached by our railroads at two points, and its productions be turned to this, instead of a southern market.

The following are the sources from which the wheat marketed here last year, were secured, and the amount from each, respectively:

Chicago & Galena Railroad	504,996	bushels.
Canal	108,597	"
Lake	129,251	"
Eastern Railroads	13,903	"
Teams	180,749	"
Total	937,496	

The receipts from the lake were principally obtained at Michigan City, for the use of our city mills. The remainder came from St. Joseph, Niles, South Bend, Port Washington and other places. The general substitution of spring for winter wheat, by our Illinois farmers, has so reduced the supply of the latter quality, that our mills are compelled to buy abroad for a large portion of their first brands of flour.

The receipts here during the year, 1852, were disposed of as follows:

Shipped by Lake	635,196	bushels.
" Canal	807	"
Used by Distillers	13,000	"
" by Mills	288,493	"

In the early part of the year, the market here was dull, owing, in a measure, to the inferior quality of the crop of 1851. Subsequent to the harvest last year, which produced a good quality of grain, there was a better demand, and a general advance in the price of both spring and winter qualities. The following is a statement of the ruling market rates at the commencement of each month of the year.

	Spring.	Winter.
January	31-42	50-65
February	37-45	50-70
March	35-45	60-72
April	34-40	60-70
May	34-40	62-72
June	34-40	68-76
July	37-39	68-76
August	40-43	65-70
September	44-50	69-75
October	48-56	60-72
November	55-60	66-75
December	56-60	70-80

The shipments from this port, for a series of years, are as follows:

1842	586,907	1847	1,974,304
1843	688,967	1848	2,160,000
1844	891,894	1849	1,936,264
1845	956,860	1850	883,644
1846	1,459,594	1851	437,660
		1852	635,496

One thing specially to be marked is our small receipts of wheat from the Illinois river. Of the amount received by Canal—108,597 bushels, not over 30,000 bushels came from the river. This result is not because there is no surplus grown in the counties bordering on that river, but because our market has not been able to compete successfully with that of St. Louis, where the milling demand is so great, that prices are usually kept up several cents above shipping rates. When the canal was completed, it was not doubted that we should receive a large part of our supply of this staple from a point south of Peru, but for the last two years, the entire amount has not been a twentieth part as great as that received by the Chicago and Galena railroad. Over 1,000,000 of bushels was shipped from the river to St. Louis, during the past year, and 964,134 the previous year. In 1849, however, about 500,000 bushels came through to this market, and this fact shows, that grain will go to that city or come through to this, as prices may rule relatively high at the North or South; and since a single penny per bushel may be sufficient, when there is nearly an equipoise between the two, to turn the scale either way, the subject commends itself forcibly to those who have the power of regulating the tolls upon the Illinois and Michigan Canal. A modification of those tolls we have so frequently urged upon the Trustees, as a measure of wisdom that will enhance the actual revenues of the Canal, that it is not necessary to repeat our suggestions and arguments here. However, we cannot but express pleasure at the near approach of the period when the Canal will revert to the State's control, according to agreement with the Bondholders, for we are confident that the energetic and business mind of our Executive, Gov. Matteson, will at once point out measures in reference to this great work that will make it more useful and profitable to the State than it is under its present management.

CORN.

There is no feature of our trade that presents a more gratifying aspect than that of corn. Previous to 1847, the receipts at this point were but little greater than the then small local demand, and not one-half as great as the present consumption of the city distilleries. Our prairies were thought to be unfavorable to the culture of corn, not, however, for want of success in it so far as it had been attempted, but because of the general impression that it was too far north. Our farmers are mainly from New England, where corn is not grown much, and it was difficult for them to overcome a belief in which they had been educated, that it could only be made a profitable crop in a more southerly latitude. Nevertheless, the failure of the wheat crop in 1850 and 1851, and the more profitable business of growing hogs, stimulated the production of corn, and the misapprehension in relation to its adaptation to our soil and climate is fast giving way to correct views on this subject. As a consequence, the receipts by railroad and teams have largely augmented

during the past year, and the coming one, we doubt not, will show a still further increase. During the past year the total receipts at this point were 2,991,011 bushels, which were derived from the following sources:

Illinois and Michigan Cadal	1,810,830 bushels
Chicago and Galena Railroad	671,961 "
From teams	508,220 "
Total	2,991,011

This shows a large increase by railroad, compared with the previous year, of nearly 400,000 bushels, and a decrease of 180,000 bushels by teams, and 540,000 bushels by canal. The decrease of receipts by teams is unquestionably in a measure the result of the extension of the railroad, while the falling off in the receipts by canal is entirely owing to the suspension of navigation on the Illinois river, during over three months of last year.

There is no doubt that but for this circumstance, the amount of receipts would have been increased more than 500,000 bushels.—The St. Louis market does not compete with this in the corn trade, only at particular seasons, and now that the freights from New Orleans to New York have become exorbitantly high, the inevitable effect must be to turn the entire current of the corn trade to our city, from every point on the Illinois river.—We believe this is generally admitted by the commercial papers of St. Louis.

The manner in which the corn received at this place, last year, was disposed of, is as follows:

Shipped east	2,737,011 bush.
" to lumber country	29,000 "
Consumed in city	10,000 "
" by distillers	195,000 "
Total	2,991,011 bush.

During the past year, corn maintained on the average, a very high figure. In the early part of the year, it was lower than usual, but the market steadily advanced during the season, and in November reached the highest figures paid in this market for fourteen years. We append a statement of the condition of the market on the first day of each month.

January	26-28	July	32-33
February	31-34	August	42-43
March	33-34	September	50-52
April	33-34	October	50.53
May	33-34	November	48-50
June	36-37	December	56-58

The above figures are for shelled, 56 lbs per bushel.

The following table will show the shipments of corn from this port for a series of years:

1847	67,315
1848	550.460
1849	644,848
1850	262,013
1851	3,221,317
1852	2,757,011

In 1849, the corn crop generally failed—the first time for many years—throughout the Southern States. In Alabama, Mississippi, Arkansas and Tennessee, there was almost a total failure, and in some localities famine prices were paid during the winter, spring and summer of 1850, until the new crop came in. So high were prices, that no small amount was shipped from points on the canal, but a few miles below the city to the Southern States, and the receipts at St. Louis more than reached those of the previous year.

OATS.

The increase of the oats trade for 1852 over 1851, was nearly 300 per cent, and more than doubly compensated for the falling off in corn. The receipts were derived as follows:

From Canal	833,703 bush.
" Railroad	674.941 "
" Teams	581,297 "
Total receipts	2,089,941 "

The shipments for the season, were 2,030,-317 bushels. During the greater part of the year the market advanced steadily, and at the close of navigation was 13 cents above the prices paid in March, previously. The following will show the state of the market on the first of each month, during the year:

January	16-17	July	24-25
February	19-20	August	27-28
March	19-20	September	27-28
April	18-19	October	30 32
May	18-20	November	28-30
June	23-24	December	28-30

The shipments for the last seven years show an increase almost unequalled in tne history of commerce. They were as follows:

1847	38,892	1850	158,054
1848	65,280	1851	605,827
1849	26,849	1852	2,030,317

The soil and climate of Northern Illinois is eminently adapted to the growth of oats, and we are confident that our exports, during the ensuing four years will be increased to many millions of bushels. The rapidly increasing consumption over production, of this staple in the Eastern and Middle States, impresses us with the conviction that our market will continue to have many more advantages than any one south of this, and that the bulk of the surplus of the Mississippi valley will seek this channel as the most direct route to the ultimate market.

RYE.

We believe this grain never was shipped from this port previous to last year, the small amount cultivated by our farmers, and marketed here not being beyond the demands for milling and distillation. If there were any shipments in previous years, we have no

record of them. The amount shipped last season, was 17,015 bushels,

Of this amount 617 bushels were received from canal, and the remainder from teams and railroad. The books kept by the Railroad Co. do not show the transportation of rye on that thoroughfare. It being small, it was probably put down under the head of sundries or wheat.

BARLEY.

This article is not cultivated largely in northern Illinois, and previous to 1850 there was not a supply much beyond the wants of our city brewers. In 1849, all of our surplus was sold and shipped to the St. Louis market, which was better than the Eastern. Until 1851, the entire shipments by lake did not amount to 1,000 bushels. The following is a statement of the receipts of the last year, and the sources from which it came:

From Canal	8,785	bushels.
" Railroad	90,243	"
" Teams	21,313	"
" Lake	1,687	"
Total	127,028	"

The shipments for the last four years show the following result:

1849 (South)	31,453	bush.
1850 (South)	21,912	"
" (Lake)	960	"
1851 (South)	11,460	"
" (Lake)	8,537	"
1852 (Lake)	70,818	"

A considerable portion of the amount shipped south in 1849, 1850, and 1851, was purchased in Wisconsin, where Barley is a more important staple than in Illinois.

We have thus given, in as brief a space as circumstances would permit, a statement of the receipts and shipments of flour and grain, during the past year, and the figures show a gratifying result. By reducing the flour to grain, the shipments show a total of 5,800,000 bushels. This is a higher figure by over 1,200,000 bushels than was ever before reached. In 1850, our total shipments only amounted to 1,830,938 bushels. But however gratifying such a growth of our commerce may be, it is universally conceded that it is yet in its infancy, and that it is destined to quadruple within the ensuing five or six years. The various lines of railroad which open nearly every county in the State to this market, and which will cause millions of acres of our fertile prairies, now unoccupied, to be brought under cultivation, will soon pour in upon us an amount of produce almost beyond our conception.

GRASS SEEDS.

Until the past year the shipment of grass seed, from this port, we believe, was not known. But the purity of the seed grown on our Western prairies, and its adaptation to the soil of the Eastern States, having become known to Eastern farmers, their agents have been in our market, during the last Fall and Winter, purchasing all they could get. The price opened at $1,75 per bushel, and at one time reached a point as high as $2,37, though $2,25 was the ruling rate during the shipping season. The exports by Lake, for the year were 19,214 bushels.

HOGS AND PORK.

Since our farmers commenced a more general cultivation of corn, the Pork-packing business of Chicago has steadily increased, and now promises to grow to an extent second in importance to no other production.—As our city posssesses an enviable notoriety for its beef, so also will it become famous for its pork, for in no other place in the United States is the average quality of the hogs so good. In all of the states south of us, no inconsiderable portion of the Hogs are fatted by *mast*, which gives less firmness to the flesh and lard than corn, and is therefore not esteemed as valuable as that fatted with this grain. As our hogs, with very few exceptions, are made ready for the market with corn alone, they make the first quality of pork and lard.

The hog-packing season commences in November, and runs through the winter. Our Statistics will, therefore, refer to the *season*, and not to the calender year.

The following is a statement of the number of hogs packed, and by whom.:

	No. Hogs.	Av. W't.	Total W't.
G. S. Hubbard	13,997	212½	2,974,362
Felt & Beers	7,016	214	1,001,424
Marsh & Carpenter	3,813	240	915,120
Reynolds & Hayward	3,615	210½	760,957
R. M. Hough & Co	3,600	190	684,000
Geo. Steele	3,168	213	674,784
H. Maher	2,800	210	588,000
P. Curtiss & Co	2,640	245	664,800
S. B. Pomeroy & Co	2,300	220	506,000
C. Follansbee	1,000	275	275,000
F. L. Kent	1,800	180	324,000
J. Creswell	1,052	242	254,584
Thomas Dyer	922	219	201,918
Nickerson & Weir	250	220	55,000
C. Walker & Son	183	183	32,000
	48,156	211¾	10,192,971

This does not show the entire amount bought by packers here. About 11,000 were sent forward to the eastern cities, uncut by packers, previous to the close of navigation on Lake Erie. In this manner, 3,100 were forwarded by Walker & Son, 2,000 by Marsh & Carpenter, 1,500 by Felt & Beers, and 4,500 by other parties.

The following statement of the number of

hogs packed, and their average and total weight will give a clear view of the business of the last two years:

	Hogs cut.	Av. weight.	To. weight.
1851-2	22,036	238½	5,247,278
1852-3	48,156	211½	10,192,971

The advantages of the Chicago and Galena Railroad to our city, have been manifest in the pork business during the past season.—Four-fifths of all the hogs sold here, come in on that thoroughfare—a large proportion of them from Rock river, and many of them from Iowa. Had the weather been favorable to hauling during the winter, it is thought we would have received from the latter State over 20,000. It is not unfair to suppose that if the farmers of Iowa can afford to carry their pork, in wagons, from 80 to 150 miles to reach our market, they will send all their surplus here when the railroad shall be completed to the Mississippi river.

As great as the increase has been during the last year, we think it will be equally as large for each of the two next years, as our city will by that time be brought into communication by railroad with some of the most productive corn regions in the West. Iowa, alone, we doubt not, will furnish a larger amount than our entire receipts the past year, while the counties south and southwest will pour in upon us large numbers.

The following is a statement of the number of hogs received here during the past season, and the sources from which they came:

Canal.	Teams.	Lake.	Railroad.	Total.
413	12,500	900	51,845	65,158

Which were disposed of as follows:

Packed	48,156
Shipped East, uncut	11,000
Sold at retail	7,002

The prices of Mess Pork, Shoulders, and Hams, during the last year, steadily advanced from February to October, when they reached the maximum, and receded. The home demand being much larger than was anticipated by packers, the stock of hams and shoulders was exhausted before the first of October.—Mess Pork, also, was reduced to but little over 100 barrels, and, we think, was entirely exhausted when the pork season opened. We subjoin a statement of the price of Mess on the first of each month during the year:

January	$13.00@14.00
February	12.00@13.00
March	13.00@13.50
April,	14.00@14.50
May	14.00@14.50
June	14.00@14.50
July	16.00@17.00
August	18.00@19.00
September	18.00@18.75
October	20.00@———
November	19 00@———
December	16.00@16.50

BEEF.

The immense fertile prairies that lie to the west and south of Chicago, covered with the most nutritious grasses, where in numerable herds of cattle can graze with scarcely any expense to the owner, naturally point to Chicago as likely to become distinguished for extensive BEEF PACKING. The packing closes in December. We prepared an article at that time, the main facts of which we republish as appropriate to this review. In the article of BEEF we think it will be conceded that Chicago now stands pre-eminent. There is no city in the Union that pretends to compete with us. Not only are we distinguished for the amount of beef packed in this city, but more especially for its excellent quality. CHICAGO MESS will command in eastern markets from one to two dollars per barrel more than any other; and from two to six dollars more than that packed in many other States.

Owing to the great demand for beef cattle in eastern cities, and the high prices they have borne during the season, large numbers have been shipped alive, and, therefore, the increase of this business for the present year is smaller than it otherwise would have been. We have taken pains to procure the exact number of cattle slaughtered by our packers, during the year 1852, and they foot up as follows:

Thos. Dyer	3,714
Sylvester Marsh	2,372
R. M. Hough & Co	5,600
G. S. Hubbard	4,896
Reynolds & Hayward	2,974
F. L. Kent	2,413
O. H. Tobey	1,794
Joel Ellis & Co	600
Total	24,363

To these add 300 more that two of our houses slaughtered during the month of December, and the total number for the year, will be 24,663. The number was last year 21,806 making the increase for the present year, only 2,857. Probably the number would have amounted to at least 30,000, had it not been for the large shipments that have been made of live cattle to eastern markets.

The number of barrels of beef packed as taken from the books of the several establishments, is 46,395. Of this number 43,965 barrels have been shipped to Boston, New York and New Bedford. This is the amount reduced to barrels; but nearly three thousand tierces have been packed by Messrs. Dyer and Hough & Co., for the London market. There were Dec. 12th, in the hands

of the different packers about 1,676 barrels, and they had sold to dealers in this city 754 barrels, most of which it is probable found its way to the lumber districts that draw their supplies from Chicago.

The average weight of the cattle slaughtered and the number of pounds of beef packed were as follows:

Reynolds & Haywood,..	averaging	500lbs....	1,487,000
J. Ellis & Co.,	"	500	300,000
O. H. Toby,	"	521	934,674
F. L. Kent,	"	550	1,327,150
G. S. Hubbard,	"	534½	2,616,912
R. M. Hough & Co.,	"	580	3,248,000
Sylvester Marsh,	"	550½	1,305,786
Thomas Dyer,	"	602½	2,237,685
Total.....			13,457,207

The tallow was variously disposed of. A large part was sold in the rough to the different candle manufactories in the city. The remainder was rendered and shipped to New York, Boston and Canada. We have not the precise statement of the amount, but estimating 60 lbs. as the average for each animal, we have 1,461,780 lbs.

The hides to a great extent were purchased by Messrs. Gurnee & Yoe of this city. They made large shipments east, and will manufacture the remainder into leather at their extensive tanning establishment. Several lots were sold to dealers and leather manufacturers in Buffalo. The precise weight of the hides we cannot ascertain; but after comparing the figures furnished us by the different packers, we are inclined to think 80 lbs. rather below the average for each. Allowing this to be correct, it would give us 1,940,040 lbs.

The barrels used were manufactured in this city, Michigan, Indiana, and Wisconsin. They cost from 90 cents to $1 25. During the latter part of the packing season they became scarce and commanded the higher figures. The average cost is about $1 00.

The number of men employed in this business is between four and five hundred, at an average cost of $1 50 per day. The prices paid for cattle were $3 50*a*$4 50. The ruling average rate was about $4*a*$4 12.

We cannot of course make an exact statement of the value of the beef packed in this City; but from the data already before us, we can make an estimate that will be sufficiently accurate to give some idea of its importance. We have inquired of some of our largest packers, and they think the average value of the beef this season is $9 per barrel. The tallow is worth at least 9¼ cents. The hides, from the statements before us, are worth at a fair average, 4¼ cents per pound; and the offal from each animal, consisting of horns, heads, &c., 55 cents. We have therefore the following summary:

46,395 bbls. Beef at $9		$417,555
1,461,780 lbs. Tallow at 9½		138,869
1,949,040 " Hid.s	4½c	80,798
24,363 Cattle, offal	"55c	13,399
Total		$650,621

Commencing with the packing season, the price of cattle at the commencement of each month, until the close of the year, was as follows:

	1851.	1852.
September	$3,00@3,75	$3.50@4,25
October	8,00@4,00	4,00@4,75
November	3.00@3'50	4,00@4,75
December	3,00@3,75	3,75@4,50

These figures show that prices have ruled at a high figure during the past season. In some instances $5.00*a*$5.50 were paid for cattle to ship East. Stock growers have every reason to be satisfied with last year's prices.

The beef-packing business, it must be remembered, has all grown up within the last six or eight years. We are not yet able to form a correct judgment as to what effect the opening of our Railroads to the sea board, and, therefore, the greater facilities that we are soon to have to ship live stock to Eastern markets, is to have upon the packing business in our City; but we are entirely certain that our rich prairies have only commenced to yield us their rich treasures. A very few years will increase their production a hundred fold; and if our beef has already received the highest place in the markets of the civilized world, we may justly anticipate the commercial position that our City will occupy in a very few years, with feelings of honest pride, When contemplating such facts in regard to the growth and prosperity of our City, we always feel like going back to the time when Chicago was "*no where.*"—She is still in her "*teens,*" not having arrived at the full age of even twenty years. Long since that period, every barrel of beef and almost every other article of food was imported from New York and Ohio.

LARD.

The shipments of this article correspond with those of Pork, and the causes which affect one equally affect the other.

BUTTER.

The butter trade has increased in a remarkable degree, during the past year, as will be seen by our statements of imports and exports, below. The dairy business has not been carried on to any extent, in Illinois, previous to last year, notwithstanding the adap-

tation of our prairies to the business. But the high prices which ruled during several months, of 1852, appeared to give it an extraordinary stimulus, and to call out an amount entirely beyond the supposed ability of the country to produce in so short a period.

The following shows the receipts by lake, canal and railroad, during the years 1851 and 1852:

	Lake.	Canal	Railroad.	Total.
1851 lbs		37,693	334,523	372.216
1852 "	86,600	281,800	958,700	1,327,100

The shipments, during the same time were:

	Lake.	Canal.	Total.
1851 lbs.	70,824	75,117	145,941
1852 " .	906,200	9,000	915,200

WOOL.

This staple has increased largely within the last 13 years, as shown by our table of shipments below. During the past year, however, there appears to have been a small decline compared with the previous one. The market opened late, and in a depressed condition, resulting from the declared combination of manufacturers not to pay above certain specified rates. Nevertheless, competitors appeared, the combination was broken up, and prices advanced rapidly after the first two weeks. The following shows the ruling rates during the season—the range being for the lowest to the best qualities; also for the same months in 1851:

	1852	1851
June	18@29	25@40
July	25@36	28@40
August	25@37½	28@35

The following is a statement of the shipments for eleven years, ending in 1852.

1842	lbs....1,500	1848	lbs..500,000
1843	" ...22,050	1849	" ..520,242
1844	" ...96,635	1850	" ..913,862
1845	" ..216,616	1851	" 1,088,553
1846	" ..281,222	1852	" ..920.113
1847	" ..411,888		

LUMBER.

Lumber forms one of the most important elements of our commercial prosperity. The position of Chicago gives her the control of an extensive and lucrative lumber trade.—Owing to the rapid settlement of the country to the south and west of us for the past few years, the amount of lumber brought to this market has very rapidly increased, as a comparative statement of the receipts will show. The impression very generally prevails, that there was a falling off in the receipts for the past year; but the figures show a very different result. We have carefully preserved all the statements furnished us by our dealers, and the exact footings are given below. The impression above referred to, has undoubtedly arisen from the greatly increased demand in this market for the past year, and the inability of our merchants to meet it.

The large number of railroads now centering in this city will greatly augment this business. To the south and west of us there is no pine lumber, and only a limited supply of of oak and other kinds of timber, that can measurably be used in the place of pine. That whole region looks to Chicago for its supply of this important article, and no other city can compete with us for this trade. Within the next three years more than two thousand miles of railroad will be opened to this city, and the people who dwell upon the immense fertile prairies through which they will pass, will all look to Chicago for their building materials. In view of this increase of trade our lumber merchants are making every exertion to meet the demands that will be made upon them. Much larger contracts have been entered into for the delivery of lumber within the next six months than were ever to be fulfiled before within the same period. New mills have been put in requisition, and all will be taxed to their utmost capacity. The increase in the trade for the next year is estimated by our best informed dealers, at more than a hundred millions. All this will undoubtedly be required by the increasing population of our city and the rich country, whose trade is and will be brought here by the canal and the railroads now built and in progress of construction.

A comparative statement of the amount of lumber, shingles and lath received at this port for the past six years, gives the following result:

	Lumber.	Shingles.	Lath.
1847	32,118,225	12,148,500	5,655,700
1848	60,009,250	20,050,000	10,025,109
1849	73,259,553	39,057,750	19,281,733
1850	100,364,779	55,423,750	19,809,700
1851	125,056,437	60,338,250	27,583,475
1852	147,816,232	77,080,500	19,759,670

This shows an increase during the last over the previous year of 22,759,795 ft. lumber, 16,742,250 shingles, and a decrease of 7,823,805 lath. There were on hand on the first of January, 1853—19,759,970 feet of lumber, 5,190,750 shingles and 639,950 lath. Of this amount a large part was sold before the close of last season, but low water prevented its shipment.. We have not taken very great pains to inquire outside of our regular lumber dealers, as to the number of posts brought to this market: but they have given us 199,221 as the sum of their imports.

The incidental advantages of the Lumber

business to our city, are varied and extensive It affords a market for a large amount of our surplus products, at a much better profit than shipments East will afford. Pork, beef, flour, coarse grain of all kinds. groceries and provisions of every description, are shipped in large quantities to the lumber regions. The carrying trade furnishes employment to a great many vessels, and business for hundreds and thousands of laboring men.

This trade is in the hands of far-seeing, intelligent merchants, who know its importance to our city, and most of them are reaping a rich reward for their energy and enterprise.

The following table shows the amount of shipments and receipts by Lake, Canal and Railroad.

SHIPMENTS.

	Lake.	*Canal.*	*G. & C. R.*	*Total.*
Ashes, tons	3	141	.....	144
Agricu'l Impl. tons,	.....	274	.....	274
Ale, bbls.	50	93	.....	143
Barley, bu.	70,818	508	.....	71,326
Beef, bbls.	49,856	175	.....	50,031
" tcs.	1,546	.....	.....	1,546
Butter, pkgs	9,062	90	.....	9,152
Beeswax, casks	3	....	.....	3
Broom Corn, bales,	855	.....	.....	855
Brooms, doz.	270	1,040	.....	1,310
Brick, No.	49,000	194,900	.....	243,900
Barrels, No.	136	1,920	.....	2,056
Bones, casks	56	.....	.....	56
Bark Mills, No.	3	.....	.....	3
Boilers, "	2	.....	.....	2
Bacon, lbs.	....	5,357	.....	5,357
Bran "	....	2,106	.....	2,106
Bark. tons	....	329	.....	329
Cider, bbls.	....	37	.....	37
Corn, bu.	2,737,011	.....	.....	2,737.011
Candles, boxes	1,300	.....	.....	1,300
Cattle, No.	77	.....	.....	77
Castings, pcs.	41	.....	.....	41
Corn Meal, bbls.	350	.....	.....	350
Coffee, lbs.	....	197,182	.....	197,182
Cheese, "	....	51,238	.....	51,238
Carpet. work. tons,	....	53	.....	53
Clocks, lbs.	....	53,286	.....	53,286
Coal, tons	....	196	1,245	1,441
Crackers, lbs.	....	1,227	.....	1,227
Crockery. tons	....	122	.....	122
Eggs, bbls.	723	.....	.....	723
Flour, "	61,196	2,901	.....	62,097
Fish, "	464	3,106	.....	3,570
Flax Seed, bbls.	408	.....	.....	408
Flax, bdls.	18	.....	.....	18
Fruit, lbs.	36,200	583,070	.....	619,270
Furs, pkgs	269	.....	.....	269
Grind Stones, tons	.....	89	.....	89
Gunny Bags, bales.	18	.....	.....	18
Ginseng "	4	.....	.....	4
Groceries, pkgs.	4,076	.....	.....	4,076
Highwines, bbls	13,374	2,868	.....	16,242
Hams, No.	128	67	.....	195
Hams & Shou'ds, cks	5,560	.....	.....	5,560
Hides, No.	47,875	40	.....	47,925
Horses "	17	.....	.....	17
Hemp, bales	4,140	.....	.....	4,140
Hardware, pkgs	9,123	.....	.....	9,123
" tons	79	.....	.....	79
Hay "	578	.....	.....	578
Horns, casks	117	.....	.....	117
Hogs, No.	4,508	.....	.....	4,508
Hair, lbs.	.....	53,426	.....	53,426
Hops "	.....	23,149	.....	23,149
Iron, tons	69	426	1,968	2,463
" R. R. tons	.....	9,647	.....	9,647
" tools, lbs.	.....	1,453	.....	1,453
Leather, "	99,291	354,386	.....	453,677
Lead, tons,	1,018	1	.....	1,019
Lard, bbls & kegs.	4,638	.....	.....	4,638
Liquor. casks,	5	.....	.....	5
Lime, bbls.	1,605	.....	.....	1,605
Lumber, feet	.....	49,098,181	21,645,090	70,740,271
Lath, pieces,	.....	10,659,245	4,589,200	15,248,445
Mdz. pkgs	4,450	.....	.....	4,450
" lbs	.....	14,359,564	34,061,600	48,420,164
Molasses, tons,	.....	127	.....	127
Marble, tons,	.....	277	.....	277
Mill Stones, tons,	.....	22	.....	22
Machinery, "	.....	276	.....	276
Malt, "	.....	21	.....	21
Mech.'s Tools, lbs.	.....	2,264	.....	2,264
Nails & Spikes, tons,	11	374	.....	385
Nuts, tons,	.....	22	.....	22
Oats, bu.	2,030,317	.....	.....	2,030,317
Oils, bbls.	173	170	.....	343
Pork, bbls.	9,938	38	.....	9,976
" tcs.	640	.....	.....	640
Powder, lbs.	2,370	191,339	.....	193,709
Potatoes, bu.	2,514	386	.....	2,900
Pumps, tons,	.....	78	.....	78
Potter's ware, lbs.	.....	1,200	.....	1,200
Posts, No.	.....	16,350	1,113	17,463
Peas, bu.	.....	20	.....	20
Paper, reams,	.....	.....	4,308	4,308
Rye, bu	17,015	300	.....	17,315
Reapers, No.	479	.....	.....	479
Rice, lbs.	.....	15,019	.....	15,019
Saleratus, lbs.	1,390	110,000	.....	111,390
Soap, kegs,	20	7	.....	27
Skins, b'dles	426	.....	.....	426
Salt, bbls.	4,259	27,457	22,248	53,964
" sacks,	.....	402,746	.....	402,746
Sheep, No.	10	.....	.....	10
Shingle Machines,	1	.....	.....	1
Steam Engines,	2	.....	.....	2
Seeds, lbs.	12,853	.....	.....	12,853
Sugar, "	.....	768,871	.....	768,871
Steel. "	.....	34,559	.....	34,559
Stoves, "	.....	25,349	.....	25,349
Sand, "	.....	2,200	.....	2,200
Starch, "	.....	1,137	.....	1,137
Stoves, tons,	.....	747	.....	747
Sundries, pkgs,	2,078	.....	.....	2,078
" tons	.....	59	.....	59
Shingles, No.	.....	41,920,538	13,930,500	55,851,038
Stone, c. yds	.....	24	.....	24
Tallow, bbls.	871	14	.....	845
Tobacco, hhds.	127	.....	.....	127
" tons,	.....	59	.....	59
Turpentine, lbs,	.....	5,017	.....	5,017
Timber, c. ft.	.....	100,001	.....	100.001
Vinegar, bbls.	30	.....	.....	30
Varnish, lbs.	.....	3,792	.....	3,792
Wheat, bu.	635,196	807	.....	636,003
Whiskey' bbls.	647	.....	.....	647
Wool, lbs.	920,113	.....	.....	920,113
Water Lime, bbls.	95	75	.....	170
Woodenware, lbs.	.....	1,597	.....	1,597
Wagons, tons,	.....	206	.....	206
White Lead, lbs.	.....	7,640	.....	7,640
Wood, cords,	.....	19	.....	19

RECEIPTS.

	Lake.	*Canal.*	*G & C U R R.*	*Total.*
Ashes, tons	22	.....	.....	22
Apples, bbls.	21,318	.....	.....	21,319
Ale, bbls.	209	21	.....	230
Agric'l Impl'ts, tons	....	72	.....	72
Beef, bbls.	11	1,178	.....	1,189
Bark, cords	2,646	.....	.....	2,646
Brick, no.	361,200	.....	.....	361,200
Butter, pkgs	866	2,818	9,587	13,271
Barley. bu.	1,687	8,785	90,248	100,715
Beer Bottles, hhds.	13	.....	.....	13
Baskets, No.	460	.....	.....	460
Bedsteads, No.	147	.....	.....	147
Beans, bu.	....	89	.....	89
Buckwheat, bu.	....	5,740	.....	5,740
Bacon, lbs.	....	201,500	.....	201,500
Beeswax, lbs.	....	48,457	.....	48,457
Broom Corn, tons	....	184	.....	184
Bran, bu.	.....	7,827	.....	7,827
Corn, bu.	1,810,830	671,961	.....	2,482,791
Coffee, lbs.	.....	60,524	.....	60,524
Charcoal, bu.	....	240	.....	240
Clocks, lbs.	....	1,320	.....	1,320
Candles, bxs.	941	84	.....	1,025
Coal, tons	42,933	3,310	.....	46,233
Cider, bbls.	420	.....	.....	420
Cedar Pests, No.	199,221	.....	.....	199,221
Chairs, No.	615	.....	.....	615
Churns, doz.	32	.....	.....	32
Chair Stuffs, rolls	497	.....	.....	497
Crockery, crates	245	.....	.....	245
Castings, tons	41	.....	.....	41
Castings, pcs.	2,653	.....	.....	2,653
Car Wheels, No.	594	.....	.....	594
Do tons	58	.....	.....	58
Car Axles, No.	450	.....	.....	450
Car Trunks	23	.....	.....	23
Cars	2	.....	.....	2
Eggs, bbls.	10	99	.....	109
Empty Barrels	2,773	6,000	.....	8,773
Engines & Boil's, No.	4	.....	.....	4
Fish, bblz.	5,249	2	.....	5,251
Flour, bbls.	2,857	1,846	44,316	49,019
Furniture, lbs.	20,700	139,218	.....	159,918
Flaxseed, bu.	300	.....	.....	300
Flax, lbs.	....	11,200	.....	11,200
Fruit, lbs.	....	63,984	.....	63,984
Do bxs.	4,909	.....	.....	4,909
Feathers, lbs.	....	6,424	.....	6,424
Furs and Pelts.	....	30,804	.....	30,804
Grindstones, No.	9,051	.....	.....	9,051
Do tons	64	.....	.....	64
Glass, bxs.	20,781	.....	.....	20,781
Glassware, casks	71	.....	.....	71

Grease, lbs.....	71,396	.....	.....	71,396
Hogs, live, No.....280	.....	.....	.....	280
Do dressed, lbs	86,800	10,881,510	10,968,310	
Hollow ware, galls.4,796	.....	.....	.....	4,796
Do tons,...662	.....	.....	.....	662
Hardware, pkgs....2,119	.....	.....	.....	2,119
Hoops, No.....16,000	.....	.....	.....	16,000
Do lbs.....	436,510	.....	.....	436,510
Horses, No.....29	.....	.....	.....	29
Hf Bushels, No.....200	.....	.....	.....	200
Hides, lbs.....,11,000	887,318	396,312	1,294,630	
Hams, lbs.....	4,223	.....	.....	4,223
Hops, lbs.....	4,878	.....	.....	4,878
Hemp, lbs.....	871,028	.....	.....	871,028
Hay, tons.....	180	.....	.....	180
Iron, bdls & brs....40,560	5,100	.....	.....	45,660
do tons.....1,446	.....	.....	.....	1,446
do R R, tons....11,227	.....	.....	.....	11,227
do do bars....81,995	.....	.....	.....	81,995
do pig, tons.....3,495	.....	.....	.....	3,496
Lumber, ft....147,816,232	76,148	759,894	148,652,274	
Lath, pcs.....19,759,670	1,000	.....	19,859,670	
Locomotives, No.....16	.....	.....	.....	16
Lead, kegs.....5,147	.....	.....	.....	5,457
do rolls 364	.....	.....	.....	364
do lbs.....	642,027	715,300	1,357,327	
Lead Pipe, tons.....60	232	.....	.....	292
Lime, bbls.....765	625	.....	.....	1,390
do pkgs.....660	.....	.....	.....	660
Liquor, casks.....121	.....	.....	.....	121
Lard, lbs.....	67,793	.....	.....	67,793
Mdse, pkgs 305,696	.....	.....	.....	305,696
do tons.....4,446	204	.....	.....	4,650
Malt, bu.....650	846	.....	.....	1,496
Mills, No.....1	.....	.....	.....	1
Marble, pcs.....4,250	.....	.....	.....	4,250
do tons.....374	.....	.....	.....	374
Mahogany, pcs.....111	.....	.....	.....	11.
Molasses, lbs.....	746,564	.....	.....	746,564
Meal, lbs.....	83,728	.....	.....	83,728
Nails, kegs.....10,685	.....	.....	.....	10,685
Nuts, lbs.....	750	.....	.....	750
Oils, bbls.....838	140	.....	.....	978
Oats, bu.....	833,703	674,941	1,508,644	
Powder, tons.....189	.....	.....	.....	189
Plaster, bbls.....999	.....	.....	.....	999
Potatoes, bu.....6,772	17,552	6,286	30,610	
Paper, reams.....3.100	.....	12,807	15,907	
Provisions, lbs.....3,300	97,853	1,836,084	1,937.237	
Pickets, No.....52,000	.....	.....	.....	52,000
Pumps, No 732	.....	.....	.....	732
Pork, bbls.....960	2,310	.....	.....	3,270
Pails, No.....39,772	.....	.....	.....	39,772
Potters' Ware, lbs	6,232	.....	.....	6,232
Posts, No.....	500	.....	.....	500
Rye, bu.....	617	.....	.....	617
Rags, lbs.....	57,830	.....	.....	57,830
Rice, lbs.....	6,089	.....	.....	6,089
R. R. Ties, No.... 60,232	.....	.....	.....	60,223
" Chairs, bdls 2,374	.....	.....	.....	2,374
" " bbls 257	.....	.....	.....	257
" " lbs.. 6.470	.....	.....	.....	6,470
Rosin, bbls..... 1,239	.....	.....	.....	1,239
Shingles, No..77,080,500	.....	.....	.....	77,080,500
Staves, No.....1,258,302	.....	.....	.....	1,258,302
Spokes, No..... 24,000	.....	.....	.....	24,000
Spiles, No 1,322	.....	.....	.....	4,322
Spars, No..... 98	.....	.....	.....	98
Stone, pcs..... 2,750	.....	.....	.....	2,750
" tons..... 1,053	.....	.....	.....	1,053
" c. yds.....	35,649	.....	.....	35,649
Salt, bbls..... 91,674	.....	.....	.....	91,674
" tons,..... 185	.....	.....	.....	185
Spikes, tons..... 198	.....	.....	.....	198
Stoves, tons..... 386	1	.....	.....	387
" No..... 2,324	.....	.....	.....	2,324
Stone Pipe, pcs.. 1,500	.....	.....	.....	1,500
Saleratus, pks... 1,450	.....	.....	.....	1,450
Stucco, bbls..... 368	.....	.....	.....	368
Skins, No..... 8	.....	.....	.....	8
Soap, lbs..... 600	112,148	.....	.....	112,748
Sofas, No..... 44	.....	.....	.....	44
Snaths, No..... 253	.....	.....	.....	253
Safes, No..... 42	.....	.....	.....	42
Starch, boxes.... 600	.....	.....	.....	600
Sundries, bbls... 907	.....	.....	.....	907
" tons..	.....	981	.....	981
Shot, tons..... 5	146	.....	.....	151
Seeds, tons.....	309	.....	.....	309
Sugar, tons.....	1,604	.....	.....	1,604
Sand, tons,.....	735	.....	.....	735
Spts, not whisky bbls,	184	.....	.....	184
Tobacco, tons... 27	222	.....	.....	247
" boxes... 617	.....	.....	.....	617
Tin, pigs,..... 127	.....	.....	.....	127
" tons,..... 112	.....	.....	.....	112
" boxes..... 105	.....	.....	.....	105
Tinware, galls... 19 640	.....	.....	.....	19,640
Tar. bbls..... 491	.....	.....	.....	491
Tubs, No..... 3,768	.....	.....	.....	3,768
Trees, No..... 2,972	6,471	.....	.....	9,443
Tallow, lbs.....	74,723	.....	.....	74,723
Lumber, ft....1,603,250	87,400	.....	.....	1,690,650
Vinegar..... 4	.....	.....	.....	4
Wheat, bu....129,251	108,597	504,996		742,844
Water Lime, bbls 6,532	.....	.....	.....	6,532
" Pipe, tns.. 1,125	.....	.....	.....	1,125
" " pcs... 432	.....	.....	.....	432
Whisky, bbls.... 1,783	.....	5,658		7,441
Wheel Barrows, 865	.....	.....	.....	865
Wagon Hubbs, 4,286	.....	.....	.....	4,286
Wood, cds,.....22,319	28,322	859		51,500
Woodenware, ps 1,160	.....	.....	.....	1,160
" tons 23	.....	.....	.....	23
Wagons, No..... 46	56	.....	.....	102
Wool. lbs.....	525,632	244,662		770,294
White Lead, lbs	138,712	.....	.....	138,712

CITY IMPROVEMENTS.

Our time and limits will not permit us to enter into a detailed statement of the improvements made for the past year. Suffice it to say, that more progress has been made than at any former period. Elegant residences have been built in all parts of the city, splendid blocks of stores have been erected on our principal streets, and the limits of the inhabited part of the city have been greatly extended.

On the 20th of Febuary, 1852, the Michigan Southern Railroad was opened to this city. The Depot is located near Gurnee's Tannery, on the South Branch. The Rock Island Railroad have built their Depot directly opposite. A year since, there were only a few old buildings in that neighborhood, and it was considered far "out of town." Now nearly the whole of Clark street is built up as far south as the depot, and there has an important addition been made to the city where, a year since, it was open prairie.

The Michigan Central Railroad was opened to Chicago on Friday, May 21st. Grounds for the depot were leased a short distance below Twelfth street, on the Lake shore. The buildings are temporary, as it is intended to establish the depot for this road and the Illinois Central, between the foot of Randolph street and the south pier. Hence no permanent buildings have been put up where the depot now stands, and no very considerable addition has been made to the city in that vicinity.

In the summer season, both these lines furnish a direct steam communication with the cities on the seaboard. About the 1st of January last, all the railroad lines along the south shore of Lake Erie were completed, and these, with the Erie Railroad and the Michigan Southern, give us a direct railro line to New York. This has formed an era in the history of Chicago, which will always be regarded with interest. Our merchants who, in the depth of winter, were obliged to consume some two weeks in staging through Canada *mud* "up to the hub," in order to purchase their goods for the spring trade, can now go through, and enjoy the luxury of a comfortable railroad car, in two days. In the

course of the year, the Canada Railroad, connecting Detroit with Buffalo, will be finished —when we shall have a choice of routes to the east, at all seasons; and within two or three years, the Fort Wayne and Logansport Railroads will open two other routes.

MANUFACTORIES.

During the past few months, two extensive car manufacturing establishments have been put in active operation. One is located near the Rock Island Depot, and is owned by two distinct companies. G. W. Sizer & Co. cast the wheels and do all the iron work connected with the manufacture of cars. They have a large establishment and are doing a heavy business. They are now using eight tons of iron per day, brought mostly from Ohio and New York. A. B. Stone & Co. do the wood work and the upholstery and finishing of the cars. The two companies are building ten cars per week, and employ nearly two hundred men. The buildings were commenced on the 22d of last September, and in the short space of six months the whole establisnment has been built and put in active operation.

The American Car Company have erected their works about half a mile north of Myrick's on the lake shore, and will have, when completed in all respects, one of the most perfectly appointed manufactories that can be found in the western states. They have in their enclosure thirteen acres. The buildings now completed have an aggregate length of 1250 by an average width of 60 feet. The capital of the Company is $200,000, and they have already expended some $130,000. Three thousand five hundred tons of pig iron are used per year, in the manufacture of car wheels and the other car castings, and 2,000 tons of coal are consumed. The buildings were commenced in August last, and at that time much of the timber used in the buildings was growing in the forests of Michigan and Illinois. The company have already completed 74 freight, and ten elegant passenger cars. When all their arrangements are perfected, they intend to finish three freight cars per day and a passenger car per week.

The completion of these extensive manufactories in the short space of a few months is a fair specimen of western enterprise. At the West, whatever we take hold of, "*is bound to go ahead*," not at an *old fogy* pace, but with railroad speed.

In addition to these car manufactories, we learn that Messrs. Stevens, of Concord, N H., are about to establish an extensive locomotive manufactory. This is much needed, and will do, if properly managed, an immense business. Two factories, if now completed, would have all they could do to fill the orders for railroads now built and in process of construction. So far as we can learn, the site for the factory is not definitely determined.

The new Hydraulic Works are progressing as fast as circumstances will permit. Nearly nine miles of the main pipes were laid last fall, the well is completed, and we may hope in a few months to have an abundant supply of pure water in all parts of the city. This will add immensely to the health and comfort of our citizens. The amount expended on the different contracts up to January 3d was $154,061.88. The amount necessary to complete the work according to estimate of the Chief Engineer, W. J. McAlpine, Esq., is $207,162.77. This has all been provided for on terms very favorable to the city.

REAPERS.

One of the most extensive establishments in the city is that for the manufacture of McCormick's Reapers. This factory employs a large number of hands, and in various ways adds to the prosperity of our citizens. Mr. McCormick manufactured during the last year, 1600 reapers, and reapers and mowers combined. The amount realized at an average of $140 each, would be $224,000.

During the past season, John S. Wright, Esq. has put in operation an extensive factory for the manufacture of Hussey's Reapers, Atkin's Automaton Reapers, and other agricultural implements. Mr. Wright has in process of construction 45 Hussey's Reapers, 65 Atkin's Automaton Reapers, 25 seed-drills, 100 plows, and several other minor agricultural implements.

Atkin's Automaton Reaper is a recent invention, and promises to be a most valuable, as it certainly is one of the most ingenious agricultural implements. It has recently been brought to notice by Mr. Wright in England. By a recent article in the *London Times*, we learn that it was commanding the attention of the best informed and most extensive English agriculturists. In this coun try it has also secured the admiration of all who have witnessed its truly wonderful movements.

COACH AND WAGON MANUFACTURING.

Among the various branches of manufacturing carried on in Chicago, none stands out more prominent than the carriage and wagon making business. And yet but few of our citizens generally are aware of the extent that this branch of trade is being carried on in our midst.

A business that is emplying so many men, and so large an amount of capital as this, must necessarily make some *outside* show; and hardly any one can fail to notice the sure manifestations of a wagon shop, by the vehicles which usually stand about the doors of such establishments—a sure indication of the industry pervading within. Especially does this apply to Randolph street, which by far eclipses all other streets in the city, in the number of vehicles manufactured, from the costly barouche to a truckman's dray. More than half of the carriage manufacturing establishments in the city are on this street, and they comprise nearly all of the heaviest business firms.

The total number of these establishments is twenty-five; of which, fourteen are in the South Division, and the remainder in the West Division. The following shows the number of men employed, the number of vehicles manufactured, during the year their average value, and the capital used in the business:

No. of men	323.
No. of Vehicles	2 625.
Aggregate value	$210,445.
Capital employed	$127,000.

In the list of vehicles are included, farmers' wagons, buggies, barouches, and coaches.—Of this number, a very prominent portion supplies the demand in our own State; while large numbers are being continually sent to Michigan, Indiana, Wisconsin, Iowa and Minnesota; and not a few to St. Louis, to supply the State of Missouri. Add to this, the number that have been taken to Oregon and California, and the reader can form quite an adequate ide of the demand for Chicago manufactures. And we are informed by some of our most extensive builders, that during the past season, the demand has been so great that they have for several months sold only to those who had ordered in advance, and frequently have been obliged to turn away customers, being unable to supply them.—This state of the trade has induced many to go into the business during the past year, and those who have been long established are extending their facilities in order to meet the increasing demand.

Most of the timber used, comes from our neighboring State, Michigan—especially ash, hickory and white wood. The latter is represented to be of a quality superior to that which grows in the Eastern States. Northern Indiana, and in fact, the whole length of the St. Joseph Valley, furnishes also a large supply of the wagon timber used here.—Northern Wisconsin, and the vicinity near Sheboygan, also sends her oak; and even our own Illinois furnishes a share of the material—though not in comparison with the before mentioned localities. A small supply of timber for felloes, hubs and shafts, for fine carriages, is brought from New Jersey; and one firm has introduced some from Cincinnati; but as a general thing, our own western forests are abundantly capable of supplying all the timber that is requisite for the manufacture of wagons and carriages in Chicago.

THE PLOW BUSINESS.

This is a very important and extensive branch of Chicago manufactures. Plows made in this city have been sent to California and Oregon, and give universal satisfaction. There is an immense extent of country that depends on this city for this essential agricultural implement. We have not been able to collect the precise statistics, but the amount of the business done cannot be less than $100,000.

TANNING BUSINESS.

We have four tanning establishments. The firms, engaged in this business are W. S. Gurnee & Co., Chas. F. Grey & Co., Osborn and Cobb and C. C. Wallin & Son. Some of them are doing an immense business. The amount paid for labor and the raw material in these different establishments is as follows:

Cost of 38,785 hides and skins, tanned in Chicago, in the year 1852	$96,342
130 hands employed at a cost of	26,580
3450 cords of bark consumed in manufacturing the above	19,525
Cost of Oil, Tallow, &c	6,800
Total cost of raw material and labor	$149,247

What the value of the manufactured articles would amount to, we have not been able to learn; but it must be large. The great advantage which this city affords for the successful prosecution of this business, is the number of hides that our beef packing houses afford, and the wide extent of country that is dependant on this city for its leather. The opening of so many lines of railroads will af-

ford a much wider field for the enterprise of our leather manufacturers.

STOVES.

Raymond, Ward & Co. are the only firm that have manufactured stoves. The materials used and the amount paid for labor, are as follows:

350 tons	Scotch Iron, cost say	$25		$8,750 00
314 "	Am. " "	25		7,850 00
60 "	Scrap " "	20		1,200 00
165 "	Hard Coal, "	8		1,320 00
204 "	Erie & Ill. coal "	5		1,020 00
120 "	Mould'g Sand "	3½		420 00
1,000 "	Bu. charcoal "	8 cts		80 00
Lumber and other et ceteras				1,000 00
Cash paid for labor				18,000 00
				$39,640 00

MANUFACTURED.

2,126 Cooking Stoves.
1,543 Parlor, Box and Office Stoves.
3,000 Setts Pump Reels.
253¾ tons McCormick's Reaper Castings.
60 tons various other Castings.

These stoves were shipped to the towns on the Illinois and Upper Mississippi rivers, and had a very extensive sale, The establishment is near McCormick's Reaper factory, and Mr. McC. has purchased it, and intends to use it exclusively in manufacturing castings for his Reapers.

THE WATCH AND JEWELRY BUSINESS.

This is becoming a very important branch of trade. One firm has manufactured nearly twenty thousand dollars worth of these goods, and the business of a number of our houses ranges from thirty to one hundred thousand dollars.

CONCLUSION.

We intended to have obtained the statistics of our extensive engine builders and machinists on the west side, but time has failed us. We hope to do better next year.—Messrs. Gates & McKnight, Scoville & Sons, A. Moses, Messrs. Cobb, Alderman Granger, and a number of others, are doing a very large amount of business. A great variety of other establishments and manufactories ought to be noticed, but time and space will not permit.

The facts above given, we think, will convince the most skeptical, that the march of improvement at the West is *onward.* They show an increase in population, wealth and resources, which must prove exceedingly gratifying to all our citizens. They will serve to extend the conviction, now almost universal, that Chicago is destined to become the great commercial centre of the Northwest, and among the first, if not *the first,* city in the Mississippi Valley. Her position at the head of a thousand miles of lake navigation gives her a commanding influence. She has no levee to be inundated causing the destruction of millions of property. Neither is she situated upon a river, whose navigable capacity the clearing up of the country will be liable to affect. She is subject to no floods nor inundations. To the north, west and south, almost boundless prairies and groves are inviting the toil of the husbandman to develop their treasures and yield a rich reward to honest industry. In all the elements of wealth, their resources are exhaustless. The mineral treasures of Lake Superior will soon pay tribute to Chicago; and our railroads in a few months will have reached the lead regions of the Galena district. The Rock Island and the Illinois Central Railroads will soon penetrate the most extensive coal field in the United States, and in fact in the world, and our commerce, and more especially our manufactures must increase in a ratio far beyond what has hither to been realized.

Within the next five years the railroads that will be completed and centre in this city will extend more than three thousand miles. If we should add the extensions of these trunk lines to their ultimate limits, their aggregate lengths would amount to tens of thousands. Within five years we expect to be in railroad connexion with Milwaukee and Madison, Wis.,—with Dubuque and Council Bluffs, Rock Island, St. Louis, Cairo, New Orleans, Mobile, Savannah, Ga., Charleston, S. C., Richmond, Va., Washington, Baltimore, Philadelphia, New York, Boston, Portland, and "the rest of mankind." A bright future is therefore before the "GARDEN CITY." Let our merchants and mechanics, our artisans and business men generally, understand the advantages which our commanding commercial position affords. Let them with becoming prudence, but with far-seeing, intelligent views as to what the spirit of the age and the stirring times in which we live demand, gird themselves for the work of making Chicago the great commercial emporium of the Mississippi Valley. The prize is within their grasp; let them show the world that they are worthy, and the rich commerce of the prairies and of the lakes will most certainly crown their efforts with success.

RAILROADS

CENTERING AT CHICAGO.

We have frequently been solicited by persons, both in this city and elsewhere, to give a detailed statement of the number and names of the Railroads, completed, under process of construction, and about to be put under contract for finishing, which center in this city. The importance of such a statement, in aiding business men and capitalists, at home and abroad, to properly understand the advantages of our commercial position, has been manifest; but the difficulty of obtaining authentic material, the new projects constantly coming before the public, and, until recently, the unsettled character of several of the most important of the proposed lines of road, have heretofore rendered such an undertaking very arduous, while its results could not be satisfactory, because of the uncertain condition of things. Change has made the order of each day in Illinois and the North-west, during the last few years. To illustrate this fact:—

Eighteen years ago, there were not five thousand white inhabitants in all the vast region of beautiful country lying between Lake Michigan and the Pacific Ocean! Now, the number is over *one million!*

Twelve years ago, Chicago was esteemed, by capitalists and business men in the east, but little more substantial than a fiction. Now, they admit it is on the eve of becoming the largest inland city in the Union—the commercial metropolis of the Mississippi Valley!

Ten years ago, six or eight days were occupied in passing from Chicago to New York. Now, it only requires forty-eight hours! Rival lines will soon reduce the distance several hours more.

Five years ago, Chicago had not a single foot of railroad in any direction. Now, she has over two hundred miles completed, within the State, and free access, at all times, to every city on the sea-board, from Portland to Savannah!

There are no circumstances connected with the history of any nation, that are more calculated to excite astonishment and heartfelt gratification, than these.

What we have to deal with, however, in this article, is not the past, but the Present and future of Chicago. These are connected with her commercial position, and the prosecution of those great enterprizes which, when completed, will make her the great store-house of the East and the West,—the Central Exchange of the Nation.

In noticing the railroads of which Chicago is the center, we shall divide them into two classes,—the first running directly into our city, and the second being branches and extensions of the first. We shall also notice those that are completed, those only partly so, and those that are either in course of construction, or the immediate construction of which is placed beyond a doubt.

The following is a list of the trunk roads, and also of the extensions and branches, with a statement of the length of each:—

Chicago and Milwaukee,	92	Miles.
Illinois and Wisconsin to Fond du Lac,	175	"
Chicago and Galena, to Freeport,	125	"
Chicago, St. Charles and Mississippi Air Line,	135	"
Chicago and Aurora, to meet Illinois Central,	86	"
Chicago and Rock Island,	180	"
Chicago and Mississippi, to Alton,	280	"
Illinois Central, Chicago to Cairo,	353	"

Chicago and Cincinnati, via Logansport,	281	Miles.
Chicago and Fort Wayne,	180	"
Michigan Southern,	243	"
Michigan Central, to Detroit,	280	"
Total miles of trunk roads,	2410	

BRANCH ROADS.

Beloit Branch of Galena road,	21	Miles.
Beloit and Madison, (Extension,)	53	"
Dubuque and Galena, to Janesville,	86	"
" " " to Freeport,	67	"
Savanna and Freeport branch,	35	"
Galena branch of Ill. Central, from Freeport to junction with Aurora road,	60	"
Mississippi and Rock River Junction, Fulton City to Sycamore Branch of the Air Line,	80	"
Ill. Central, from Clinton county to junction with Aurora road,	195	"
Northern Cross and Central Military Tract, from Quincy to connection with Aurora road,	180	"
St. Charles branch of Galena road,	7	"
Fox River Valley,	40	"
Mineral Point branch road,	32	"
Janesville to Madison,	34	"
Milwaukee to Fond du Lac,	60	"
Madison, Wisconsin, to Ontonagon on Lake Superior, about	200	"
Madison to LaCrosse,	150	"
Total miles of Branch roads,	1300	

Thus we have twelve trunk roads, (we count the Chicago branch of the Illinois Central among this number, because it is nearly 400 miles long, and runs direct into our city from Cairo,) and sixteen branches and extensions. We have not taken into account as branches, the Burlington, Oquawka and Peoria road, which will feed into the Central Military Tract from two points on the Mississippi, and from Peoria on the Illinois river; nor the New Albany and Salem, which is to run from New Albany, on the Ohio river, and join the Michigan Central at Michigan City, though, it is acknowledged they will be very important contributors to the prosperity of our city. Neither have we considered as branches or extensions, the Mobile and Ohio road, which is really a continuation of the line of the Illinois Central to Mobile; nor the various lines which our Iowa neighbors have determined to connect with our roads, and extend on parallel lines, from their eastern border on the Mississippi to their western frontier on the Missouri, though these will be of eminent importance in estimating the extent of country for which our city will be the natural market.

Without taking these into consideration, therefore, we have the following statement of the number of miles of railroad soon to center upon our city:

Trunk roads,	2410	miles.
Branches,	1300	"
Total number of miles,	3710	

Some of the branches are more properly extensions, as they are direct continuations of trunk roads,—the distinction being only that they are constructed under different corporate names and companies. Of this number is the Northern Cross and Central Military Tract road, which runs very direct from Quincy, on the Mississippi river, to the Western termination of the Aurora road, eighteen miles north of La Salle. So, also, is the Savanna branch of the Galena road, as it is a mere continuation of the latter to the nearest point on the Mississippi river. The same may be said of the section of the Illinois Central road, from Freeport to Dubuque. But the reader will see, at a glance, that though called branch roads, they are none the less important on that account.

In order to indicate to the general reader the importance of each of these roads to our city, we propose a brief account of each particular line, with the character of the country for which it is to be an outlet.

The first among the number is the

GALENA AND CHICAGO UNION RAILROAD.

This work was first projected in 1836, but failed with the general prostration of public and private credit in 1837. Subsequently, in 1847, a company was organised —Wm. B. Ogden as President, John B. Turner as Superintendent, and some of our principal citizens and real estate owners as Directors. As it may be considered the Parent of the railroad system subsequently adopted in this State, we will be excused for speaking of it at some length. After the organization of the company the question as to stock subscriptions was the great trouble. A committee of the Directors went over the whole country on the line between this and Galena, for the purpose of ascertaining the amount of cultivated land that would contribute to the business of the road. After several weeks of careful observation and inquiry, it was estimated that not over two and a half per cent. of the entire country, embracing a strip forty miles in width, was under cultivation. It was also estimated, after careful inquiry, that the number of passengers that would pass over the road, after the completion of the first division, from Chicago to Fox River, would be 17,000. On these two estimates, it was settled that the road would pay a fair interest to the stockholders, if strict economy were practised. The report of the Engineer, Richard P. Morgan, printed at the time, for the purpose of giving the public information on the subject, and encouraging them to subscribe to the stock of the road, gives the following as the estimated business of the line, when completed through to Galena. We copy a few of the articles on which estimates were given:

Corn, Oats, Barley, Potatoes, &c. 5,000 tons, at $2 per ton,	$10,000
Pork and Beef, 4,000 tons, at $2,	8,000
Live Stock, Wool, Hides, Skins, &c., 1,000 tons,	3,000
Cheese, Lard, Butter, &c., 500 tons,	2,000
Boards, Plank and Joists, 6,000,000 ft.	12,000
Shingles, Lath, and other lumber	3,000
Passengers, East and West,	150,000

Many of these estimates were considered extravagant, not only by moneyed men in the East, who, having real estate in the city and on the line of the proposed road, were interested in its success, but by our most intelligent citizens, also; and when Mr. Ogden canvassed the city for subscriptions among the merchants and mechanics, he was only able to secure $20,000, and this from persons who had in view an advantage to their real estate greater than what they expected to lose by their subscriptions.—Many persons subscribed a few hundred dollars, intending to pay some of the first instalments and then forfeit their stock. After drumming the city and country for months, subscriptions were obtained to the extent of about $400,000, of which it was supposed two-thirds would be paid up, in full, and the remainder partly paid and forfeited. Great inducements were held out to subscribers to advance their full stock, which was generally done by the Directors. Money was borrowed at exorbitant rates of interest, and in small sums, wherever it could be obtained; and when Messrs. J. B. Turner and B. W. Raymond proceeded East to effect loans, they could get nothing on the credit of the company, but had to pledge their individual names.

By such means, the road went ahead,—slowly, it is true,—and when it reached Cottage Hill, fourteen miles from the city, the public were astounded with the announcement that its business exceeded all expectations, and already paid six or eight per cent. Stock, which had gone down to 75 or 80 cents on the dollar, was no longer considered a dead loss, and hopes were entertained that the predictions of the Engineer, quoted above, might be verified.

Steadily the road was pushed forward, under the personal supervision of Mr. Turner and the then new Engineer, Mr. Van Nortwick, and every additional mile that was completed improved the character of the work in the estimation of stockholders

and capitalists. Finally it reached Fox River; and that was a great point gained, as the period for demonstrating the character of the road, beyond all cavil, had arrived. The people of the country rejoiced, and many did not care whether their stock paid or not; but the merchants and mechanics of the city became alarmed lest, in making their stock good, they should lose their country trade. In every part of the city, disaster was predicted from the transfer of the retail trade from the city to the country towns along Fox River and the line of the road. And it was doubtless true that the trade of the city had to undergo a change, and that it bore heavily upon some kinds of business; but it gave additional life and energy to others, and as soon as our trade had accommodated itself to the new condition of things, complaints in a measure ceased. Farmers commenced producing and selling twice as much as they had been previously doing; and, of course, they bought twice as much. It called into existence and sustained wholesale dealers, and every branch of business was affected in that way to some extent. Farmers were selling their produce, and buying, building, and improving constantly. Agricultural implements, lumber, shingles, lath, machinery, nails, glass, dry goods, groceries, furniture, and everything necessary to improvement, comfort and luxury, were bought here in quantities entirely beyond the two-penny character of previous transactions. The road, too, was overrun with business. It could not manufacture cars rapidly enough to accommodate the pressing demand, and had to borrow or buy a large number of second-hand ones from the Michigan Central Railroad. A large dividend was declared, and stock went up to par. Business still increased and the stock went above par and became scarce. Ten, twelve, fifteen and sixteen per cent. in regular half-yearly dividends was successively declared, and although the road is completed but little over half way to Galena, the stock has been sold at from thirty to forty per cent. premium, and but little is to be had at that!—To show how greatly the estimates of the first Engineer, Mr. Morgan,—which at the time were considered beyond expectation,—were below the actual results, let us compare a few items:

Mr. Morgan estimated that, when the road was completed through to Galena, the receipts of Pork, Beef, Cheese, Lard, Butter, Wool, Hides, Skins, Live Stock &c. &c., would amount to 5,500 tons. The actual receipts of Pork alone, during the months of November and December of 1852 were a fraction over 6,000 tons!

He also estimated the amount of Lumber, Shingles and Lath that would go Westward over the Road, when completed, at 6,000 tons of boards and joists and 1,000 tons of shingles, lath and other lumber. The report of the year's business, up to April 30th, 1851, when the road was only completed one third of the way to Galena, shows the business to have been 5,900 tons of lumber, 18,152 bunches of lath, 5,882,000 shingles, and 771 cords of shingle bolts!

Again Mr. Morgan estimated the amount of merchandize, including groceries, hardware, crockery, paints, &c. &c., at 5,000 tons. The amount for the year ending, April 30th, 1851, when the road was only completed to Belvidere, was 6,790 tons.

These facts and comparisons will give the public something of an idea of the extent of the increase of the general business of the Galena and Chicago Road over the original estimates. What the increase will be when the road shall be completed to Freeport, and opened to the trade of Iowa and Minnesota by means of the Savanna branch, and the Galena branch of the Illinois Central road, we leave the reader to conjecture. It is not our object to guess, but to state facts, as a basis for the judgment of the public, in its action upon other roads, not only with reference to investments in their stock, but also their effect upon the destinies of our city—its business and real estate; for, we take it for granted that the history of the Chicago and Galena Railroad, thus far, is a fair criterion for judging of the character of all the roads mentioned in the first part of this article, and more fully treated of below. It is doubtless true that some of these roads will not in the commencement meet with the success of the G. & C., but when the country shall be more fully developed by their instrumentality, and our prairies be covered with active life and almost boundless wealth; when, in short, the State of Illinois shall become the richest State in the confederacy, in its agricultural and mineral productions, and our city the great commercial and manufacturing metropolis of the Mississippi Valley,—when these things shall take place, as they surely

will within the life time of men who are now living here, the history of these Railroads will be deemed more remarkable than that of the Chicago and Galena at this time, or any other road in the United States. For nowhere in the world can roads be built or operated so cheaply as over our prairies, and nowhere else is the soil so universally productive and unfitted to any other means of transportation and travel.

CHICAGO AND AURORA RAILROAD.

This road has been completed to Aurora for two years, a distance of 43 miles,—for the first 30 of which the track of the Chicago and Galena road is used. A little over a year ago books were opened for stock to extend it 45 miles further, to a point 15 1-2 miles North of La Salle, where it is to be met by the Illinois Central Railroad from the South, the Galena branch of the same road from the Northwest, and the Northern Cross and Central Military Tract road, from Quincy. All the travel and trade destined for Chicago, from the counties bordering on the line of the Central road South of La Salle, and North of Clinton County; all from the line of the same road Northwest to Freeport,—and from the counties of Bureau, Henry, Stark, Knox, Warren, Fulton, McDonough, Hancock, Schuyler and Adams on the line of the N. C. & C. M. Tract road, will pass over the Chicago and Aurora road. Among all the roads centering upon Chicago, none is destined to prove more lucrative to the stockholders or beneficial to the city. The rich and populous counties of the Military Tract —the Garden of this Garden State—have heretofore contributed immensely to the prosperity of St. Louis. On the completion of the Chicago and Aurora and the N. C. & C. M. T. road, their vast productions will be turned in one unceasing stream upon this city, while all of their merchandise and trade will either pass through or be purchased here. The Aurora Road is all under contract, and will be finished by the first day of next August. The Illinois Central connection is also guarantied to be finished at the same time, and it is only necessary to mention that J. W. Brooks, Esq., is President of the N. C. & C. M. Tract Road, and that the Michigan Central Railroad has subscribed all the stock that was wanted, to satisfy every citizen that it also will be completed by the time promised,—the first day of next September. The entire distance from Chicago to Quincy is 266 miles.

CHICAGO AND ROCK ISLAND RAILROAD.

This road is to run from Chicago to Rock Island, via Peru, a distance of 180 miles. One hundred miles of the road was completed, and the road was opened to Peru on the 21st of March. This reaches the head of navigation on the Illinois river, and opens to us a direct steam communication with New Orleans and the Gulf of Mexico. This will bring an immense tide of travel through Chicago, as this will be the quickest and best route between New York and the cities north of Baltimore on the seaboard, and the towns and cities on the Mississippi river.

The whole road is under contract, and will be finished by the close of this year.—Though it ceases, in name, at Rock Island, it is, nevertheless, to be extended, under another name and company, from Rock Island, in a Westward direction, through the very centre of Iowa. It will draw to it all the trade and travel of the counties lying on the Mississippi, from Whiteside to Hancock County, in Illinois, and the central part of Iowa. It is also destined to be an important branch of the great Pacific Railroad, as it is on the direct line from New York and Chicago to the South Pass of the Rocky Mountains. As a stock-paying concern, it cannot fail of exceeding all the expectations of its friends.

At the last meeting of the Legislature a company was chartered to bridge the Mississippi at Rock Island. When it is known that it is the only point on the whole river where it can be bridged without interfering with its navigation, and that the company is to be directed by the sagacious judgment and indomitable enterprise of Gov. Matteson, it is a guaranty that within two years the locomotive that leaves Chicago in the morning may cross the Mississippi in the afternoon, and bring back to our city, the next day, the productions of Iowa.

Some corporators of the Rock Island Railroad with other gentlemen interested in

the work, have formed a company to extend the Rock Island road from Davenport, on the opposite side of the Mississippi to Council Bluffs on the Missouri river. Its length will be about three hundred miles. This road is in the hands of men of wealth and unyielding energy, and we look with certainty for its completion within five years. It will be of immense advantage to the commerce of Chicago, as the district in Iowa through which it passes, is one of the richest portions of the Mississippi valley. All the travel from the States east of us, by the overland route, to California and Oregon would pass over this road; and besides, it would, to say the least, bring us a share of the upper Missouri trade, all of which has hitherto gone to St. Louis.

ILLINOIS CENTRAL RAILROAD—Chicago Branch.

The public know so much about this road that we cannot enlighten them more. It is to run direct from Chicago to Cairo, 353 miles, through a country unsurpassed in beauty and fertility, but which has not been much settled on account of its remoteness from markets. Throughout a large part of the road, rich fields of coal, easy of access, lie in the greatest abundance. It is principally a prairie country, and, within two years after the road is opened, will require from fifty to one hundred millions of our lumber, with a proportionate amount of shingles and lath. It will also produce many millions of dollars worth of Corn, Wheat, Oats, Potatoes, Pork, Beef, Wool, &c., nearly all of which will seeek this city as a legitimate market. This road is to be a part of the great central line from Chicago to Mobile, for which Congress made a liberal donation of the public domain. We have before us the report of the Engineer of the southern section, which starts from a point on the river opposite Cairo, and runs to Mobile. It will contribute greatly to the prosperity of the Illinois Central, as it will place the two cities only 48 hours apart. In the winter, our citizens may, within that time, pass from snow and ice to the region of summer, with its fruits and flowers; and in the summer, the citizens of the Southern States, who are oppressed with heat and miasms, may, in the same length of time, come north, and enjoy the bracing and delicious atmosphere which is to be found nowhere so pure as in the vicinity of our great Lakes. From Cairo to New Orleans, the river is never obstructed by ice, and is navigable at all times for the largest class of boats. Three years hence, the distance between Chicago and New Orleans will be passed over by railroad in two, and by the Mississippi river and Illinois Central road, in five days. It now requires from ten to twelve.

CHICAGO AND MISSISSIPPI RAILROAD.

The line of this road is 280 miles—the termini being Chicago and Alton, and the principal intermediate points, Springfield and Bloomington. The part of it from Alton to Springfield is now finished, and the section from the latter place to Bloomington, in McLean county, is under contract to be completed by the first day of August. At the latter point it will connect temporarily with the Illinois Central, so that passengers may proceed to Alton by the Chicago and Aurora, Illinois Central, Rock Island, and Chicago and Mississippi roads. That portion of the route between Bloomington and this city has been surveyed, and the work is in the hands of a company of eastern capitalists of abundant means to carry it forward to completion. It is to be almost a direct line from Chicago to Alton, and will open to our city the trade of a large number of very rich counties. The importance of the work will be more readily seen by reference to the map of the State of Illinois.

ILLINOIS AND WISCONSIN ROAD.

This road, which has always been a favorite project with our citizens, is to run in a north-west course via Woodstock, in McHenry county, to Janesville in Wisconsin, and branching there, one branch running to Fond du Lac, a distance of 175 miles from Chicago, with a very probable one to Lake Superior, and another branch to Madison, and thence to St. Paul, in Minnesota.

Until last year, nothing definite was consummated in regard to it; but it was then

taken hold of, the means for its construction provided, and the whole line put under contract. But for disappointment in obtaining *ties*, 25 miles of this end of the line would now be finished and in use. One remarkable feature about it is, that it is on the six foot guage—the same as the New York and Erie. It is to pass through one of the most beautiful sections of Illinois, and the very heart of Wisconsin. Recently, it has been determined to build a branch from Janesville to Galena and Dubuque, also on the six foot guage. To carry out this latter project, a large number of the heaviest capitalists of Galena have guaranteed a subscription of $200,000; and Dubuque guarantees $200,000 more, and the surveys are in an advanced state, and there is very little doubt that it will be constructed with two years. The Illinois and Wisconsin, even without the Galena branch, will be an important avenue for Chicago, as it will open to her trade some of the richest and most populous counties of Wisconsin—a trade which we have never had yet, and therefore the more important to obtain.

CHICAGO AND MILWAUKEE ROAD.

Within the last few weeks, this company has been fully organized, and they are only waiting the action of the people of Wisconsin, to put the road under contract. The company in this State propose to build the road direct to Milwaukee within two years, or to connect with a Wisconsin company at the State line. The road is in the hands of some of our most wealthy and energetic business men, and its construction is rendered a "fixed fact."

The importance of this road to the commerce of our city is not fully appreciated. It will bring Milwaukee, and all the other cities and towns along the lake shore within a few hours of Chicago. In the winter, while navigation on the lake is closed, it will bring us a large and profitable trade.

From Milwaukee the road will be extended north-west, to Fort Winnebago—and altho' this extension will be more especially tributary to Milwaukee, yet it must add very considerably to the commerce of Chicago. Every railroad that can be built to the west, north-west, or south-west of us, must, from necessity, increase the prosperity of the Garden City.

MICHIGAN SOUTHERN ROAD.

This road runs from this city to Monroe, and also to Toledo. At the latter point, as our readers well know, it connects with all the the roads leading to the seaboard, as well as to Pittsburg and Cincinnati. The roads extending east along the south shore of Lake Erie, were all completed about the first of January. We have now a direct railroad communication between Chicago and Portland, "*way down east*" in the State of Maine. When the different guages of the lake shore roads are reduced to uniformity, (all of which will be done at an early day,) passengers by this road will pass but *one night* in the cars in going from Chicago to any of the seaboard cities. At the present time it is the great route of travel from Chicago to the East.

MICHIGAN CENTRAL ROAD.

This road, connecting Chicago with Detroit, is also so well known to the public, that it needs no extended notice. By the 1st day of next September, it will form a connection with the Canada Road, which will give it a very direct line to the East.—When the connection is made, it is intended to carry passengers through from Chicago to New York in thirty-two hours.

CHICAGO AND FORT WAYNE ROAD.

This road is to be one of the most important of all that lead to the East from our city. It is to be a continuation of the Pennsylvania and Ohio, and the Baltimore and Ohio Railroads, and will form a more direct line to New York and Philadelphia than any other now completed. The line from Fort Wayne, in Indiana, to this city, has been surveyed, and the interests of both of the great roads above mentioned are united in pushing it forward to completion. It will open to our trade the rich counties of

Lake, Porter, Marshall, Kosciusko, Whitley and Allen, in Indiana—counties which are not now in connection, to any extent, with other roads.

CHICAGO, ST. CHARLES AND MISSISSIPPI AIR LINE R. R.

This Company has recently been fully organized, and reliable subscriptions have been made for the whole amount of the stock. The board of directors are among the most intelligent men in the northern part of this State. There are now upon the route four companies of engineers, making the necessary explorations, preparatory to the location of the work. The surveys will be completed by the first of May, and the road will all be put under contract by the first of June, and it is expected that it will be completed within two years.

This road will pass through the counties of Cook, Kane, De Kalb, Boone, Ogle, Carroll and Jo Davies, reaching the Mississippi at Savanna. This is said to be the shortest route possible between Lake Michigan and the "Father of Waters." These counties are rich in agricultural resources, their trade alone being nearly sufficient to sustain a railroad. That portion of Iowa, whose productions will seek this city as a market, is exceedingly fertile and will furnish a large amount of commerce and through travel for the road.

CHICAGO AND CINCINNATI RAILROAD.

This road has but recently been brought before the public; but its connections are such that no doubt can exist of its early completion. Its course will be very direct from this city to Logansport on the Wabash river, and thence to Cincinnati. Its friends contend that it will bring a lucrative trade from the rich fields of the Wabash valley and add very materially to the prosperity of the city. From Cincinnati to Logansport its construction has all been provided for by the capitalists of Cincinnati.—The line is under the control of several distinct companies, but these are all to be consolidated. For a considerable distance the road is now in operation, and it is all under contract to Logansport.

Thus much for the Trunk Railroads that are entering upon Chicago. Do they not present a gratifying array, and open a brilliant prospect to our city? Now we desire to briefly mention the Branch Roads, which, though but *branches*, are very important in giving perfection to the system.

BRANCH ROADS.

NORTHERN CROSS AND CENTRAL MILITARY TRACT.

This extends, as heretofore noticed, from Quincy, on the Mississippi, to a point fifteen miles North of La Salle, where it connects with the Chicago and Aurora. It has a feeder in the Oquawka branch of the Peoria and Burlington Road, which will also give it a connection with the Mississippi at Oquawka, in Henderson county. The iron on the Oquawka feeder is now being laid down, and will soon be finished. The whole Road is to be finished this year.

ST. CHARLES BRANCH.

This runs from Geneva to the Junction, on the Galena and Chicago road. It accommodates the business of St. Charles and Geneva,—both flourishing towns, on Fox river. It has been finished two years.

BELOIT BRANCH.

This is to run from Belvidere to Beloit, twenty-one miles, and will be finished this year. The stock is taken, and the road is now in process of construction. It is to be opened next July or August. At Beloit it connects with the—

MADISON TO ONTONAGON.

Both the Illinois and Wisconsin road and the Beloit Extension will reach Madison within a year or two. The rich mines of the Lake Superior region, will at once cause

one or both of these roads to be further extended, in order to grasp these mineral treasures. The Illinois and Wisconsin Company have always regarded the mouth of the Ontanagon river as one of their termini. The importance of this road to this city has never been properly appreciated. This is the natural point for the meeting of the coal from the great Illinois basin and the Iron and Copper from Lake Superior. The result would be that Chicago would soon become the largest manufacturing city in the Union.

MADISON AND LA CROSS.

One of the above roads will also be extended to La Cross, on the Mississippi and ultimately to St. Paul, Minnesota. The trade of that fine territory naturally belongs to this city, and our merchants are determined to secure the prize.

BELOIT AND MADISON BRANCH.

This extends from Beloit to Janesville, and thence to Madison, Wis., a distance of fifty-three miles. The stock is partly taken, and the section, between Beloit and Janesville will be finished this year. This road is intended to be part of a great line, eventually to be extended to Minnesota, and is of much importance to Chicago.

SAVANNA BRANCH.

This line thirty-five miles long, and next to the Air Line Road, it is the nearest route to the Mississippi via the Chicago and Galena road. The stock is already subscribed—four or five of our heaviest capitalists taking some $200,000 of it. The whole line will be put under contract in a short time, and finished this year.

DUBUQUE AND GALENA BRANCH OF ILLINOIS CENTRAL ROAD.

This branch will feed the Chicago and Galena Road from Dubuque and Galena, a distance of sixty-seven miles. The Illinois Central Company have contracted to have it finished by the first day of next August, and it will be done. Much of the work is already finished.

That part of this Branch Road south of Freeport feeds into the Chicago and Aurora road, fifteen and a half miles above La Salle. It is sixty miles long, and will be finished in the time agreed upon between the Illinois Central Company and the State.

MISSISSIPPI AND ROCK RIVER JUNCTION.

This road extends from Fulton on the Mississippi river, to Sycamore in De Kalb Co. where it meets, and will act as a feeder to the Air Line Road. It passes through a fertile section of the country and will bring a large trade to this city.

ILLINOIS CENTRAL ROAD.

The main trunk of this road, north of the point where the Chicago branch leaves it, in Clinton county, to a point fifteen and a half miles north of La Salle, will feed into the Chicago and Aurora road. It is all under contract, and will be finished in eighteen months. The entire distance is one hundred and ninety-five miles. That part of the line between Bloomington and the Junction, north of La Salle, will be finished by the first day of next August.

FOX RIVER BRANCH.

This line is to extend from Elgin north in the valley of the Fox river to the State line, a distance of forty miles. The surveys have been made, the company organized, and the friends of the work are confident of its success. At the State line it is to be met by the people of Wisconsin with a section running up the valley of the Fox some forty miles farther. It is also proposed by the people of Walworth, Jefferson and Columbia counties, Wisconsin, to extend it from the State line on a direct Northwest course to the Great Bend of the Wisconsin river.

MINERAL POINT BRANCH.

This is a road intended to leave the Galena branch of the Illinois Central road, some distance west of Freeport, in Stephenson county, and run north to Mineral Point, the very heart of the lead region. David A. Neal, Esq., of Boston, Vice President of the Illinois Central road, has been elected President of this road, and it is understood that it will be finished in 1853. The distance is thirty-two miles, and the country it is intended to open is not only rich in mineral, but is also one of the most valuable agricultural regions in the West. The citizens of Iowa and Lafayette counties subscribe largely, and Eastern capital makes up the remainder. The Hon. Moses M. Strong has published a small pamphlet in reference to it, in which he shows, by statistical information, that the work, when completed, will pay a yearly dividend of 16 to 20 per cent. on its stock.

MILWAUKEE TO FOND DU LAC.

This road will extend from Milwaukee to Fond du Lac, a distance of about sixty miles. It passes through one of the best portions of Wisconsin, and though it will be mainly beneficial to Milwaukee, our city has a large interest in its construction.—It will, with the Chicago and Milwaukee road, form a very direct line from this city to Fond du Lac.

DUBUQUE, GALENA AND WISCONSIN BRANCH.

This is a road proposed to be constructed, on the six foot guage, from Dubuque to Galena, and thence through the southern tier of counties in Wisconsin to Janesville. It will receive all the assistance that the interests and influence of Dubuque, Galena, Janesville and the Illinois and Wisconsin road can command, and we doubt not it will be built within a few years. At Janesville it will feed into the Illinois and Wisconsin, running from this city to Fond du Lac.

We are now done with the Branch Roads, also. It is true there are a few roads which will be to some extent feeders to the trunk roads running direct to this city; but we have confined ourselves to those which seek Chicago as the legitimate market for selling their produce and buying their merchandise and supplies of every description. The whole system cannot be fully comprehended, in all of its details, by those who do not understand the geography of our State, without the aid of a map. But with the use of a map, any person can see that all the roads and branches that we have noticed, aim at Chicago. From the East and West, North and South, it is the great centre which they all seek. Let them come! Our city is capable of almost unlimited extension; our streets are broad; our commercial facilities adequate to any demand; our climate is healthy, and the enterprise of our citizens is equal to any emergency.

NOTE.—Page 12, in the paragraph relating to the American Car Company, the last sentence should read—When all their arrangements are completed they intend to finish five freight cars per day, and three passenger cars in two weeks.

In our table of shipments and receipts, some of the articles are very much too low. This must be attributed to the impossibility of getting at correct figures, and that business men do not report their imports to the collector. As an instance, a single house, of our retail grocers have sold more rice than we report. This is equally true of some other articles. The table, however, is in the main correct, or at least as nearly so as it was possible to make it.

Business Cards and Advertisements.

☞We have admitted only those who are among our best houses and most extensive business men. Others would doubtless have been glad to avail themselves of this opportunity, but we have not had time to call upon them.

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